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BUREAU OF NAVIGATION

BULLETIN

★

NUMBER 270

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PUBLISHED FOR THE PURPOSE OF DISSEMINATING
GENERAL INFORMATION OF PROBABLE INTEREST TO
THE SERVICE.

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CITATIONS.

On 1 April, 1939 the Secretary of the Navy, by direction of the President, presented the Distinguished Flying Cross to the following men:

Otto Russell Phelps, RM2c, for successfully landing a pilotless plane, although not a qualified pilot himself. Phelps pulled the plane out of a vertical power dive and landed it without benefit of wheels, stabilizer and propeller pitch control.

Next of kin: Mrs. Theresa F. Phelps, Wife, 1837 E St., San Diego, Calif.

Vernon Owen Hatfield, ACMM, for rescuing a shipmate from drowning after a seaplane crash. Hatfield persevered in spite of a broken knee, numerous lacerations and contusions.

Next of kin: Mrs. Jeanne Hatfield, Wife, 111 Third Ave., Forrestville, Md.

Donald Bernard McKay, ACMM, for recovering a life raft from underwater within a crashed seaplane and thereby preventing greater loss of life. McKay accomplished this act with a broken leg, broken hand, and numerous lacerations.

Next of kin: Mrs. Mable Yvonne McKay, Wife, 816 Kinau St., Honolulu, T. H.

COMMENDATIONS.

On 4 April the Secretary of the Navy commended Lieut.(jg) Henry C. Denyse, U.S.N.R., for outstanding performance of duty on 28 March, 1919. On that date five harbor barges, which had broken adrift from Brady's Pier, Tompkinsville, Staten Island, had been sighted blowing to sea in a northwest gale and a heavy snowstorm. Numerous persons, including women and children, were reported as being aboard these barges. Immediately upon receiving knowledge of the incident, and upon his own initiative, Lt. Denyse boarded the tug, "Sea Bright", and, ordering two other tugs to follow, proceeded under adverse weather conditions to Ambrose Lightvessel, at which point he took bearings, judged the direction in which the barges should have blown and further proceeded through the heavy snowfall to an approximate distance of fifteen miles southeast of the lightvessel, where three of the missing barges with fifteen persons aboard were located and taken in tow. He then proceeded and located the fourth barge in a sinking condition and removed therefrom, under difficult conditions, five persons; he then proceeded and located the fifth barge with two persons on board and took it in tow and later overtook and safely piloted the two tugs and the three other barges to safety.

Lt. Comdr. Frank H. Spurr, U.S.N.R.(Ret.), Master of the SS Esso Baytown, was commended by the Secretary of the Navy on 23 March for rescuing survivors of the Imperial Airways Seaplane Cavalier under adverse conditions in the Atlantic Ocean.

On 8 April the Secretary of the Navy commended Joseph Ivan Russell, AMM3c, for prompt and efficient action in rescuing a boy from drowning at the Naval

Air Station, Pensacola, Fla.

Next of kin: Mrs. Adeline Russell, Wife, 736 Claremont Ave., Chicago, Ill.

George Dale Dawson, Aviation Metalsmith 1c, U.S. Navy, was commended by the Secretary of the Navy on 3 April for rescuing two shipmates after the crash of a patrol bomber in lower San Diego Bay last August 15th. He has also been recommended to the Secretary of the Treasury for the award of a silver medal.

Next of kin: Mrs. Iona Dawson, Wife, 3125 Ivy St., San Diego, Calif.

On 6 April the Secretary of the Navy commended Joseph Delos Fuller, RM2c, for heroic action at the Amagansett Radio Direction Finder Station during the hurricane of September, 1938.

Next of kin: Mrs. Inez Fuller, Wife, 256 E. Fountain St., Battle Creek, Mich.

On 5 April the Secretary of the Navy commended Miles Allan Thedford, BM2c, Lawrence James Howard, S1c, and Virgil Lynn Giles, S1c, of the Naval Torpedo Station, Newport, R. I. for the rescue of two sailors from drowning. They rescued men from the schooner Coral and the yacht Comrade, wrecked on Goat Island in a hurricane.

On 5 April the Secretary of the Navy commended Melvin Howard Walker, M1c, of the U.S.S. Enterprise for rescuing a woman from drowning at Ocean View, Va.

Next of kin: Mrs. Tempie Thedford, Mother, Spring City, Tenn.

Mr. William Regis Howard, Father, 407 No. 21st St., Richmond, Ind.

Mr. Raymond Giles, Father, 1624 Ludlow Ave., Indianapolis, Ind.

Mrs. Voneta Mae Walker, Wife, 116 West Ocean View Ave., Norfolk, Va.

On 4 March the Chief of the Bureau of Navigation commended Irvin C. Ruff, C.M.1c, U.S.N., Navy Recruiting Bureau, New York, for interest and efforts in designing an improvement in the securing of motor launch beading.

Next of kin: Bernice Violet Ruff, 1637 Thirtieth St., San Diego, Calif.

FROM LINE TO SUPPLY CORPS.

The following line officers have been selected for a postgraduate course of instruction at the Finance and Supply School, Philadelphia, Pa.:

Ensign John D. Hewitt, III, U.S.N.,

" Billy Johnson, U.S.N.,

" Raymond F. Parker, U.S.N.,

" Bernhard H. Bieri, Jr., U.S.N.,

" Robert H. Northwood, U.S.N.,

" William J. Held, U.S.N.,

" H. L. Usher, Jr., U.S.N.,

FROM LINE TO SUPPLY CORPS (Contd).

Ensign Charles Stein, Jr., U.S.N.,
 " Ellsworth H. Van Patten, Jr., U.S.N.,
 " William M. Porter, U.S.N.,
 " Lewis O. Davis, U.S.N.,
 " Paul S. Burt, Jr., U.S.N.,
 " Clifford A. Messenheimer, U.S.N.,
 " Charles J. Zellner, U.S.N.,
 " Edward K. Scofield, U.S.N.,
 " Wesley J. Stuessi, U.S.N.

REPLACEMENTS REQUIRED ON THE ASIATIC STATION DURING
 THE PERIOD 1 JULY 1939 to 31 DECEMBER 1939.

<u>SEAMAN BRANCH</u>	<u>ARTIFICER BRANCH</u>	<u>ARTIFICER BRANCH E.R. Force</u>	<u>SPECIAL BRANCH</u>	<u>COMMISSARY BRANCH</u>
9-CBM	12-CBM	27-CBM	8-CY	12-CCStd
16-BM1c	17-EM1c	86-MM1c	14-Y1c	8-SC1c
10-BM2c	13-EM2c	92-MM2c	10-Y2c	6-SC2c
19-Cox	9-EM3c	9-CWT	5-Y3c	22-SC3c
7-CGM	10-CRM	20-WT1c	6-CSK	3-Bkr1c
10-GM1c	20-RM1c	18-WT2c	8-SK1c	2-Bkr2c
9-GM2c	17-RM2c	1-CBmkr	9-SK2c	4-Bkr3c
12-GM3c	10-RM3c	6-Bmkr1c	5-SK3c	<u>57-</u>
7-CTM	3-CGM	1-Bmkr2c	8-CPhM	
9-TM1c	7-CM1c	3-CMsmth	11-PhM1c	AVIATION
12-TM2c	3-CM2c	3-Msmth1c	6-PhM2c	<u>BRANCH</u>
11-TM3c	5-CM3c	2-Msmth2c	8-PhM3c	
1-TC1c	2-Pmkr1c	2-Mldr1c	12-HALc	1-NAP
11-CQM	2-Pmkr2c	3-Mldr2c	<u>1-Bug2c</u>	1-ACMM
6-QM1c	1-CSF	25-F1c	<u>111-</u>	1-AMM1c
6-QM2c	4-SF1c	75-F2c		1-AMM2c
7-QM3c	12-SF2c	80-F3c		1-AM1c
1-CSM	4-SF3c	<u>453-</u>		1-AM2c
6-SM1c	2-SMM1c			1-ACM1c
6-SM2c	1-SMM2c			<u>7-Aerog2c</u>
3-SM3c	1-SMM3c			<u>9-</u>
4-FC1c	1-Ptr1c			
2-FC3c	1-Ptr2c			
159-Sealc	2-Ptr1c			
200-Sea2c	2-Ptr2c			
<u>543-</u>	<u>1-Ptr3c</u>			
	<u>162-</u>			
GRAND TOTAL 1335.				

ASIATIC REPLACEMENTS (Continued).

Specialists required:

12 Sound Motion Picture Technicians
 25 Gyro Compass Technicians
 6 Optical Repairmen
 8 Divers, first class
 1 Parachuteman
 6 Experienced electric and acetylene
 Weldors for repair ships
 4 Laundrymen
 4 Barbers
 10 Gunners Mates Mining
 2 Typewriter Repairmen
 1 Experienced Radio Repairman
 6 Experienced Machine Shop Men
 4 Xray Technicians
 4 Clerical
 3 Dental General
 2 Dental Prosthetic
 2 Pharmacy - Chemistry
 5 Laboratory
 1 Operating Room
 3 Embalmers

Qualified Submarines:

2-GM2c
 3-GM3c
 2-CTM
 2-TM2c
 3-TM3c
 1-CQM
 2-SM2c
 2-CEM
 7-EM1c
 2-EM3c
 3-EM3c
 2-CRM
 3-RM1c
 2-RM2c
 1-RM3c
 5-CMM
 10-MM1c
 8-MM2c
 2-Y1c
 1-SC1c
 3-SC2c
 2-SC3c

REPLACEMENTS REQUIRED NAVAL STATION GUAM DURING
 THE PERIOD 1 JULY 1939 to 31 DECEMBER 1939.

1 July - 30 Sept.

1-QM2c
 1-CWT
 1-F2c
 1-F3c
 1-PhM3c
 1-HA1c

1 Oct. - 31 Dec.

1-CBM
 7-Sea2c
 1-RM2c
 1-Prtr1c
 1-CMM
 1-Bmkr2c
 3-F1c
 3-F3c
 1-CSK
 1-SC1c
 1-Aerog3c.
 * 1-CPhM
 ** 4-PhM1c
 # 1-PhM2c
 4-PhM3c
 4-HA1c

*Qualified Laboratory Tech.
 **Includes one Laboratory Tech.
 #Qualified Dental Technician.

REPLACEMENTS REQUIRED FOR THE NAVAL STATION, TUTUILA, SAMOA, DURING
THE PERIOD 1 JULY 1939 to 31 DECEMBER 1939.

<u>JULY</u>	<u>AUGUST</u>	<u>SEPTEMBER</u>	<u>OCTOBER</u>	<u>NOVEMBER</u>	<u>DECEMBER</u>
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U. S. NAVAL STATION

4-RM2c	1-RM1c	#1-EM2c	1-CM1c	1-SK2c	2-RM1c
1-CMM	*1-CMM	##1-MM2c	1-CY		1-SF2c
1-CSK	1-Y1c	%1-PhM2c	1-CSK		%1-MM2c
1-PhM1c	1-PhM2c				1-Y2c
	**1-SC2c				1-SK2c
					1-CPhM

STATION SHIP

1-Sealc	1-EM1c	1-Flc	1-Sealc	1-BM1c	None
3-Flc			2-F2c	1-Sealc	
1-F2c					

*Qualified Diesel Engine
 **Qualified Butcher
 #Qualified Sound Motion Picture
 Technician
 ##Qualified Motor Boat Repairman
 %Qualified Xray Technician
 %%Qualified Gas Engine Repairman.

LOAN SHARPERS.

The Bureau has learned that certain enlisted personnel are acting aboard-ship as agents for loan companies. The procedure is for the borrower to obtain a slip from the enlisted agent, which he then takes to a locker club or loan office ashore and obtains the money on the understanding that it will be repaid at usurious interest rates. In some cases it is repaid in cash and in others by allotment to alleged relatives of the borrower, who are in reality associates of the loan company.

The Bureau desires that commanding officers satisfy themselves that this practice is not being conducted aboard the ships under their command, and that the allotments which they approve are bona fide.

RED CROSS MENU COVERS.

The Chief of the Bureau of Navigation has received a letter from the Chairman of the American Red Cross, which is quoted for information:

"You are familiar, doubtless, with the action of the members of the American Junior Red Cross in providing menu covers for the Christmas dinner of the men on the vessels of the United States Navy. During the past several

RED CROSS MENU COVERS (contd).

years these school boys and girls have been making and forwarding to the ships each year more than fifty thousand of these Christmas remembrances.

"The commanding officers have acknowledged these simple gifts in many ways. Usually they write a letter telling something about the ship and its Christmas celebration but in many instances they have sent souvenirs, photographs of the vessel, and port scenes. These acknowledgments by officers of the Navy are received with the utmost pleasure and make a lasting and profound impression.

"I wish to express to you the sincere appreciation of the American Red Cross for the splendid cooperation you have given in this matter which means so much to the young people of the Junior Red Cross, and to thank the busy commanding officers of the fleet who take the time necessary to acknowledge the Christmas greetings."

LAUNCHINGS.

The Secretary of the Navy has designated Mrs. Edward M. Hughes as sponsor for the U.S.S. HUGHES (DD410), named in honor of her husband, the late Commander Edward Merritt Hughes, U.S.Navy. The HUGHES, authorized by Act of Congress, March 27, 1934, is scheduled to be launched at the plant of the Bath Iron Works Corporation, Bath, Maine, 22 April, 1939.

The Secretary of the Navy has designated Mrs. Charles Read Nutter of Cambridge, Mass., as sponsor for the U.S.S. MORRIS (DD417), named in honor of her great-grandfather, the late Commodore Charles Morris, U.S.Navy. The MORRIS, authorized to be constructed by Act of Congress dated March 27, 1934, is scheduled to be launched at the Navy Yard, Norfolk, Va., 1 June, 1939.

The Secretary of the Navy has designated Mrs. Henry Meiggs of 1 Sherbrooke Road, Scarsdale, N. Y., as sponsor for the U.S.S. WAINWRIGHT (DD419). This destroyer is scheduled to be launched at the Navy Yard, Norfolk, Va., 1 June, 1939. The WAINWRIGHT, second one of that name, was authorized by Act of Congress dated March 27, 1934, and is named in honor of the following officers:

Commander Jonathan Mayhew Wainwright, U.S.N.,
Ensign Jonathan Mayhew Wainwright, Jr., U.S.N.,
Commander Richard Wainwright, U.S.N.,
Rear Admiral Richard Wainwright, U.S.N.

The Secretary of the Navy has designated Mrs. William S. Sims as sponsor for the U.S.S. SIMS (DD409), named in honor of her husband, the late Admiral William Sowden Sims, U.S.Navy. This destroyer, authorized by Act of Congress, 27 March 1934, is scheduled to be launched at the plant of the Bath Iron Works Corporation, Bath, Maine, April 8, 1939.

MARITIME COMMISSION.

Numerous letters are being received by the Maritime Commission from naval officers who are apparently under the impression that there are many available positions on the Commission. Such is not the case.

MARITIME COMMISSION (cont.).

Aside from the fact that Retired Naval Officers can draw but one salary from the Federal Government, the following pertinent facts are published for general information:

- (a) The U. S. Maritime Commission is under Civil Service and there are few exempt jobs, most of which are highly technical, such as lawyers, naval architects, and marine engineers. These exemptions are filled.
- (b) The maximum pay given for any work on the Maritime Commission (except Commissioners themselves, who receive \$10,000 a year) is \$9,000. This is given only to Directors of Divisions. Most of the salaries of those employed even under the specialist's class range from \$3,600 to \$5,600 a year.

U. S. NAVAL ACADEMY ALUMNI ASSOCIATION.

The following letter was received from the Secretary-Treasurer of the U. S. Naval Academy Alumni Association by an officer who attempted to pay advance dues for three years:

"I deeply appreciate your letter of February 27th, but after thinking it over I am returning the check and asking you to please subscribe for one year only. This I do because I want to be fair and honest. At the present time, and particularly with our financial worries, I cannot assure you that SHIPMATE will continue for that long. I can only assure you that I will do my best to keep on going. But, unless more of our members support the Association in the future than in the past, the future is not bright at all. SHIPMATE is a year old in April. It has had a tough time.

"Again, I frankly appreciate your kindness but under the circumstances feel that it is best to return your check and ask you to please subscribe for one year only.

"Sincerely,

"Edwin F. Cochrane, '16,
Secretary-Treasurer,
U.S. Naval Academy Alumni Association."

EXAMINATION OF CANDIDATES FOR SERVICE SCHOOLS.

Article E-5406(3) of the Bureau of Navigation Manual is being revised to require an examination of candidates for the Radio Material School similar to the examination at present required by Article E-5406(5) of candidates for the Electrical Interior Communication School.

EXAMINATION OF CANDIDATES FOR SERVICE SCHOOLS (contd.).

The attention of all Commands is invited to the pamphlets "Preparatory Course for Electrical Interior Communication School" and "Radio Material School, third edition, Preparation Required for Candidates."

The former has been recently revised. Two copies are being forwarded to each battleship, carrier, and cruiser. Other ships and stations may obtain copies on request to the Director, U. S. Naval Research Laboratory, Anacostia Station, Washington, D. C. The latter pamphlet is at present being revised. The revised edition will be available for issue about April, 1939.

The examination of candidates for the Interior Communication and the Radio Material Schools required by the above articles of the Bureau of Navigation Manual should be based on material taken from these pamphlets and should be of a grade of difficulty which will require the candidate to demonstrate thorough understanding of the subject matter contained in the required pamphlet.

ENLISTED PERSONNEL - FINANCIAL ARRANGEMENTS AND OUTFITTING OF DRAFTS.

It has been brought to the attention of the Bureau that in some instances men assigned to duty on the Asiatic Station and other foreign duty have not made proper arrangements for the support of their dependents prior to departure from the United States. Commanding Officers should bring to the attention of men under their command the advisability of making allotments of their pay as is necessary for the support of their families. Such allotments should be registered at least one month, where possible, before travel is to commence, in order that dependent families will not fall in need during the transit period.

Attention is invited to Article D-7012, Bureau of Navigation Manual, regarding pay accounts during transit. Vessels of the Naval Transportation Service do not have the personnel and facilities for outfitting men in drafts who are not fully equipped. These vessels do not have the disbursing facilities for opening pay accounts during short trips to pay special money requests and make checkages for health and comfort issues of small stores. Men should be adequately prepared for trips on transports.

INSURANCE, SHIP'S SERVICE ACTIVITIES.

The Bureau of Navigation is advised that the Judge Advocate General has received and placed on file a master or key policy of insurance of the Firemen's Fund Insurance Company of California, under which certificates may be written covering stock and equipment of Ship's Service Activities, ashore and afloat. This policy offers protection comparable to that offered by other policies listed in Bureau of Navigation Circular Letter No. 3-39.

The agent authorized to write certificates under this policy is Mr. W. H. Woodward, Manager, Firemen's Fund Insurance Company, Los Angeles, California.

SCHOLARSHIPS.

The following competitive scholarships are offered for the coming school year commencing with the autumn of 1939:

Rensselaer Polytechnic Institute, Troy, N. Y.

One full four-year tuition scholarship to the son of an officer on the active or retired list of the Navy or Marine Corps, as well as to sons of deceased officers of the same categories. The value of this scholarship is \$450 a year. For further information see Bureau of Navigation Bulletin No. 268.

The Ogontz School, Montgomery County, Pa.

One full and two partial scholarships to daughters of graduates of the U.S. Naval Academy on active duty. These scholarships are for the two-year course in the Ogontz Junior College and are valued at \$1800 and \$900, respectively, a year. For further information see Bureau of Navigation Bulletin No. 268.

Randles School, 1923 N Street, N. W., Washington, D. C.

Ten scholarships of \$300 each to boarding students who are sons of Navy or Marine Corps officers, or warrant officers of the Navy, or non-commissioned officers of the corresponding grades of the Marine Corps on active duty, retired or deceased. For further information see Bureau of Navigation Bulletin No. 267.

SONIC SOUNDINGS ON HYDROGRAPHIC OFFICE CHARTS.

Until comparatively recent times, all soundings shown on charts were obtained by lead line or, in deep water, by wire soundings usually in the course of surveys of the areas affected. A few deep sea soundings were obtained in the ocean areas incident to cable operations.

Since the introduction of sonic sounding apparatus, a great deal of valuable information in the form of soundings has been and is being incorporated on the charts of all maritime nations. A comparison of the new editions of H.O. charts, such as H.O. 5394, "Crooked Island Passage," H.O. 1149, "West Coast of Lower California" (San Diego to Bahia San Quentin), and H.O. 1193, "West Coast of Lower California" (Bahia San Quentin to Isla Cerros) with former editions, will disclose the changes in the knowledge of the bottom configuration and the extra information available to navigators in consequence.

Most of the soundings thus obtained for H.O. charts result from reports made by new ships making their shakedown cruises, and occasional reports from other units of the Fleet. During the recent shakedown cruise of one ship, a total of 2,563 soundings were recorded and sent to the Hydrographic Office. This included two very thorough investigations of reported shoals for which the D.R.T. sheets were submitted.

The information on H.O. charts would be greatly increased if every navigator of a ship carrying sonic sounding equipment would, as a matter of routine, record and submit the ship's position and sounding when in passage in areas where no soundings are shown on the chart. For ships in company, large areas can be covered by taking soundings in rotation.

SONIC SOUNDINGS ON HYDROGRAPHIC OFFICE CHARTS (contd.).

H.O. forms for this purpose, N.H.O. No. 23, will be supplied on request.

UNIFORM SOCKS.

An inquiry has been addressed to the Bureau as to the wearing of natural colored socks and black socks with the dungaree uniform. In order that uniformity may be maintained, the Bureau believes that with dungarees the natural colored socks should be worn when the Uniform of the Day is "whites" and black socks should be worn when the Uniform of the Day is "Blues."